

LOVE OIL CO.

M. P. O. BOX 308
SPRINGFIELD, MO. 65801
PHONE 869-0786



LOVE OIL CO.

U. S. HIGHWAY 65 & 3RD
BRANSON, MO. 65616
PHONE 334-9001

February 8, 1985

FEB 11 1985

Mr. Gene Pabst
Water Pollution Control Inspector III
Surveillance and Enforcement
City of Springfield
Department of Public Works
830 Boonville Ave
Springfield, Missouri 65801

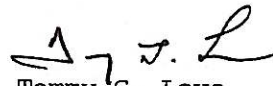
Dear Mr. Pabst:

We are in receipt of your certified letter number PO4 9037053 dated Feb. 1, 1985 regarding the gasoline spillage and the costs of your department for the services involved.

I have forwarded this letter to our insurance company, Federated Mututal. I am sure that you will be contacted by them in the very near future.

Yours truly,

LOVE OIL CO.


Tommy G. Love
President

aej

*Gene
I kept a
copy of this
for my file
Billings 68*

2100-2300 S. Cambare

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE _____ 4-3-85 _____

DEPARTMENT _____

On April 2, 1985 I received a call from Charlene Chandler that John Skinner, an agent for Federated Insurance Company, paid the full amount (Field draft #500841) due the City for the spill event that was discovered on January 12, 1985.

Karen Chandler

SIGNED _____ Karen Chandler _____

2100-2300 S. Campbell

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE _____ 1-31-85 _____

DEPARTMENT _____

Re: Gasoline in the City Sanitary Sewer from McGee St. to South of Broadmoor on South Campbell

(12:00 - 9:00 P.M., 27 mi., Vehicle No. 4045) (Gene)

1-12-85 I received a page from the Fire Department, at approximately 11:50 A.M., stating that South Haven Baptist Church, 2353 S. Campbell, was having a problem with strong gasoline fumes in their building. Upon arriving at the Church at 12:15 P.M. I met Fire Marshal Gary Gourley and he told me that he was getting a 100% LEL on his explosion meter in the church's furnace rooms. Gary also said that he told the church caretaker to put water in the floor drains of the furnace rooms because they had apparently dried out. At this point I immediately went to the Apco Service Station at the intersection of Campbell Ave. and Broadmoor St. to see if they had noticed any loss of product. The station manager stated that they had just replaced all the lines and had their tanks fiberglassed 8 months ago and he didn't really think they had a problem. He said that he would call his supervisor and talk to him.

At approximately 1:00 P.M. I went to the Water Pollution Control office to get a City vehicle and the explosion meter. I also loaded up barricades and several sections of fire hose. I contacted Wayne Latimer, Supervisor of Sewer Maintenance, to have him call out a maintenance crew to run the flusher. I returned to the area at 1:30 P.M. and immediately started to check for gasoline in the sanitary sewer. The sanitary sewer runs parallel to Campbell Ave. on the west side of the street, starting at McGee St. and flowing south to the South Creek Trunk Line. I checked the following MH's and found 100% LEL in each MH: Wye Map W-10 MH's #22, #21, #20, Wye Map V-10 MH's #23, #20, #16, #15 and #14. No reading was obtained in MH #72, Wye Map U-10.

At approximately 2:00 P.M. the sewer maintenance crew arrived with the flusher truck. After discussing the problem with the maintenance crew, we decided that we would be better off to ventilate the sewer by opening the manhole covers and adding more flow. At this time we opened MH #22 and #20 on Wye Map W-10. We then opened MH #23 on Wye Map V-10. Then we proceeded to the intersection of McGee and Campbell. At that point we opened MH #14, Wye Map V-10 and began adding extra flow to the sewer line by laying 1 section of fire hose and adding water at a rate of 245 gallons/minute. (2:30 P.M.)

I contacted Mr. Keith White, Manager of the Fina Station at McGee and Campbell, to tell him about the problem and see if he had noticed a loss of product. Mr. White informed me that they had filled their tanks for the first time Wednesday. The station has been empty for several years. He also stated that they have only been open for a couple of days. While I was there one of the station employees said that she had noticed a gasoline odor in the women's bathroom. I received a 20% LEL reading when I checked the women's restroom at the floor drain. I told Mr. White to put some water down the floor drain. I obtained a 0% LEL reading in the men's bathroom. While talking to Mr. White we noticed a strong gasoline odor in the main portion of the Fina Station. After doing some checking I found that the odor was coming from a drain that the soft drink machine was tributary to. I was obtaining readings from 0% LEL to 100% LEL. The reason for the strange read-

SIGNED _____

2100-2800 S. Campbell

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE 1-31-85

DEPARTMENT _____

ings was due to the fact that the soft drink drain is connected to a sewer vent line. Mr. White wanted to know about turning the heat off and if I thought it would cause an explosion. I told him that I would call a Fire Marshal and let him determine if there was a need to turn off the heat. I contacted the Fire Dept. dispatcher and asked him to send out Fire Marshal Gourley.

While waiting for the Fire Marshal Mr. White called his Supervisor, Jo Henson (Area Supervisor for Love Oil Co.), and informed her of the problem with gasoline in the sanitary sewer. She said that they would do whatever was necessary, even close down.

When Fire Marshal Gourley arrived he advised Mr. White to close down the station (3:00 P.M.). At this point I again returned to the City Service Center to pick up more barricades. When I returned to McGee St. at Campbell Ave. I checked MH #1 Wye Map V-9 and obtained 100% LEL. At that point I opened the manhole and put out a barricade. I again returned to the Fina Station and found the owner, Mike Love of Love Oil Co. there (4:15 P.M.). Mr. Love was very cooperative and said that he had already contacted Mr. Joe Montgomery, Montgomery Metal Craft, and had scheduled for his tanks and lines to be tested starting Monday morning. I informed him that the testing is what the City would require him to do. Mr. Love stated that he would do whatever was necessary to correct any problem he might have. I then proceeded to MH #15 Wye Map V-10. After obtaining 100% LEL I opened the manhole and put out a barricade. I went through the same procedure at the following manholes after obtaining 100% LEL readings: MH #16 and #20 Wye Map V-10, and MH #1 Wye Map W-9.

I then checked MH #6 Wye Map X-9. This manhole is where the Campbell St. line connects to the South Creek trunk line. At that point I obtained a 10% LEL reading. I did not open this manhole since it was in the south bound lane of traffic on Campbell St. I then went to the 500 block of west Crestview St. and checked MH #4 Wye Map W-9 and obtained a 0% LEL reading. At this time I went to MH #2 Wye Map X-9 on the South Creek trunk line and obtained a 5-10% LEL. I did not open this manhole because I figured that the gasoline was not going to cause a problem in the trunk line since that reading was a 5-10% LEL, when there was a 100% LEL in the Campbell St. line. At this point I went back to west McGee St. to check MH's farther to the west. In MH #2 Wye Map V-9 I obtained 100% LEL. I then removed the manhole cover and put out a barricade. I next checked MH #3 Wye Map V-9 and obtained 100% LEL. I did not put out a barricade because I did not have any more, plus I figured by opening MH #2 Wye Map V-9 it would alleviate the problem since the two manholes were only 25 ft. apart.

I then returned to the office at 6:15 P.M. and contacted City Utilities Water Department to see about obtaining a valve to regulate the water from the fire hydrant. Mr. Toates said that we should have a valve on the fire hydrant. He also said that he would meet me at the Water Department at 6:50 P.M.

After obtaining the valve from Mr. Toates I then returned to McGee and Campbell and placed the valve on the fire hydrant. I again checked the MH's on west McGee St. and obtained the following readings: MH #1 Wye Map V-9 - 100% LEL; MH #2 Wye

SIGNED _____

2100-2300 S. CAMPBELL

CITY OF SPRINGFIELD

INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE 1-31-85

DEPARTMENT _____

Map V-9 - 0% LEL; MH #3 Wye Map V-9 - 100% LEL. MH #3 was not opened previously. Since I had no more barricades I would bring one out later and open MH #3. I then checked the MH's down Campbell St. with the highest readings being MH #15 Wye Map V-10 at 45% and MH #21 Wye Map W-10 at 40%. The rest of the manholes were down to 20% or below. The manhole where the Campbell St. line flows into South Creek trunk sewer (MH #6 Wye Map X-9) I obtained a 0% LEL.

At 8:15 P.M. I then returned to the Water Pollution Office to pick up another barricade for MH #3 Wye Map V-9. After returning to McGee St. and opening MH #3 I then proceeded to check all the manholes that I had already opened. MH #3 Wye Map V-9 was still reading 100% LEL. All of the other manholes read 20% LEL or less except MH #15 Wye Map V-10 and MH #21 Wye Map W-10. These two had a level of 40% LEL each. I finished for the day at 9:00 P.M.

(4 hrs.-12:30 A.M. 4 hrs.-6:00 A.M. 4 hrs.-10:30 A.M. 4 hrs.-6:00 P.M. - Gene)
 (4 hrs.-10:30 A.M. - Randy)
 (9 mi. - Vehicle No. 4045)

1-13-85 At approximately 12:30 A.M. I received a page from the Fire Department dispatcher stating that the City Service Center had a complaint from a lady at 513 W. McGee saying that she had a very strong odor of gasoline in her house. I called the Fire Department dispatcher and requested that a Fire Marshal meet me at the above address. Upon arriving at 513 W. McGee it was discovered that the address was that of an apartment house. The lady making the complaint did not give an apartment number. I checked MH's #2 and #3 Wye Map V-9, which are directly in front of the apartment, and obtained a 0% LEL reading in each. Fire Marshal Gourley and I decided that since we obtained a 0% LEL in the line in front of the apartment we were not going to knock on doors in the middle of the night. I checked MH #1 Wye Map V-9 and still obtained 100% LEL reading. The remaining manholes were still reading low.

I returned to check the situation at 6:30 A.M. I checked the following manholes with these results:

MH #3 Wye Map V-9 0% LEL
 MH #2 Wye Map V-9 0% LEL
 MH #1 Wye Map V-9 100% LEL
 MH #15 Wye Map V-10 45% LEL
 MH #16 Wye Map V-10 5% LEL
 MH #20 Wye Map V-10 0% LEL
 MH #23 Wye Map V-10 5% LEL
 MH #20 Wye Map W-10 5% LEL
 MH #21 Wye Map W-10 35% LEL
 MH #1 Wye Map W-9 0% LEL
 MH #22 Wye Map W-10 10% LEL
 MH #6 Wye Map X-9 0% LEL

The reason for the continued high readings in MH #21 Wye Map W-10 was due to the fact that we could not open the manhole and allow it to vent out. This manhole was in the line of traffic at the intersection of Broadmoor St. and Campbell Ave. MH #1 Wye Map V-9 apparently was above the point at which the gasoline was entering the sanitary sewer and the point at which we were adding water to the sewer.

SIGNED _____

2100-2300 S. Campbell

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE _____ 2-1-85 _____

DEPARTMENT _____

At 9:00 A.M. we talked to Mike Love at the Fina Station and he seemed to think that since the lines checked out, then if the tanks are tight then he is cleared. We informed him that since his unleaded pump was leaking, this could have very easily caused the problem that we experienced. Steve Short (Water Pollution Control Inspector for the City of Springfield) also told Mr. Love that since the unleaded pump was leaking that he had a loss of integrity in the system and that would not clear him.

Karen and I checked the following manholes:

MH #73	Wye Map U-10	0% LEL
MH #72	Wye Map U-10	15% LEL
MH #2	Wye Map V-9	0% LEL
MH #1	Wye Map V-9	0% LEL
MH #14	Wye Map V-10	35% LEL
MH #15	Wye Map V-10	15% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	0% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	0% LEL
MH #21	Wye Map W-10	0% LEL
MH #1	Wye Map W-9	0% LEL
MH #22	Wye Map W-10	2-3% LEL

(2:00-2:45 P.M. 9 mi. Vehicle No. 2024) (Gene & Bob)

Bob Corson and I went to the Fina Station and talked to Mr. Max White, Montgomery Metal Craft, and he said that he would have the unleaded tank done today. He also was trying to test the regular tank but found a small leak around the regular pump. He might have to fix the regular pump and then retest. Bob and I then checked the following manholes:

MH #72	Wye Map U-10	0-5% LEL
MH #14	Wye Map V-10	30-40% LEL
MH #15	Wye Map V-10	10% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	0% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	0% LEL
MH #21	Wye Map W-10	0% LEL
MH #22	Wye Map W-10	0% LEL
MH #1	Wye Map W-9	0% LEL

Steve Short measured the flow with a pitot meter today and obtained a 3% reading. This figure converts to 245 g.p.m. The water has been flowing at the same rate since it was turned on.

1-18-85 (9:00-10:30 A.M. 9 mi. Vehicle No. 4045) (Karen)

Karen checked the following manholes:

SIGNED _____

2100-2300 S. CAMPBELL

PAGE 6

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE 2-1-85 _____

DEPARTMENT _____

At this time we went to the Fina Station and found out that a leak had been discovered in the unleaded pump. Mike Love said that they had noticed a loss of 100-200 gallons in what their records show and what sticking the tanks indicates.

(2:15-3:30 P.M. 9 mi. Vehicle No. 2024) (Gene & Karen)

Karen and I checked M.H. #73 Wye Map U-10 and obtained a 30% LEL reading. We opened the manhole and put out a barricade. We then checked MH #74 Wye Map U-10 and obtained a 0% LEL reading. We then checked the following manholes.

MH #72	Wye Map U-10	10% LEL
MH #2	Wye Map V-9	0% LEL
MH #1	Wye Map V-9	0% LEL
MH #14	Wye Map V-10	10% LEL
MH #15	Wye Map V-10	10% LEL
MH #16	Wye Map V-10	5% LEL
MH #20	Wye Map V-10	10% LEL
MH #23	Wye Map V-10	10% LEL
MH #20	Wye Map W-10	8-9% LEL
MH #21	Wye Map W-10	0% LEL
MH #1	Wye Map W-9	2-3% LEL
MH #22	Wye Map W-10	10% LEL
MH #6	Wye Map X-9	0% LEL

Karen and I then contacted the South Haven Baptist Church to see if they had experienced any more problems with a gasoline odor in their building. They explained that they have not noticed anything. We then went to the Fina Station and talked to a representative of Love Oil. He explained to us that after discovering the leak in the unleaded pump when Montgomery went to test the tank, they had turned on the pump and it was leaking a stream of gasoline as big as his finger. Apparently the O-rings in the pump were bad and they are going to replace them so that they can test the unleaded tank tomorrow. Karen and I then rechecked MH #73 Wye Map U-10 and obtained a 0% LEL reading.

I received a complaint from Sherry Barnwell, of the Montessori Learning Center, 420 W. Broadmoor, at 4:00 P.M. stating that she was concerned about the safety of the students attending her school. I explained to her that there should be no danger because of the low readings that we were getting in (MH #1 Wye Map W-9) the sewer line in front of her school. We were getting 0% LEL's. I told her that I would contact the Fire Marshal to make sure that there was no danger.

I contacted Mike Martin, Fire Marshal, and he also stated that there should be no danger. I again called Ms. Barnwell and confirmed that there was no danger.

1-17-85 (8:30-9:45 A.M. 9 mi. Vehicle No. 2024) (Karen & Gene)

At approximately 8:25 A.M. I received a complaint from Shear Magic, that they had a strong gasoline odor in their building. After checking out the complaint we determined that they had a bad seal on their stool. We went to the Anem Pet Emergency Clinic next door to Shear Magic and they also were having a problem. We checked inside their building and also found a bad seal on their stool.

SIGNED _____

200-2300 S. Campbell

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE _____ 1-31-85 _____

DEPARTMENT _____

Karen and I checked back with Sheryl Ann's and talked to the owner. She was not aware of any problem, but her assistant knew about the problem. They said that they first noticed the problem Friday, January 11, 1985 and that the gasoline odor was strong Saturday, January 12, 1985. They also said that they have had no problem since then and that they would call if they did.

1-16-85 (9:00-11:30 A.M. 9 mi. Vehicle No. 2024) (Gene & Karen)
Bob Corson (Water Pollution Control Inspector for the City of Springfield) had a call about gasoline during the evening of January 15, 1985. (See attached memo.)

Karen and I checked the following manholes with these results:

MH #72	Wye Map U-10	0% LEL
MH #2	Wye Map V-9	0% LEL
MH #1	Wye Map V-9	0% LEL
MH #14	Wye Map V-10	20% LEL
MH #15	Wye Map V-10	10% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	5% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	2-3% LEL
MH #21	Wye Map W-10	0% LEL
MH #1	Wye Map W-9	2-3% LEL
MH #22	Wye Map W-10	0% LEL
MH #6	Wye Map X-9	0% LEL

We then checked MH #73 Wye Map U-10 (This is the first manhole East of Campbell Ave. in McGee St.) and obtained a 10% LEL. This manhole had not been opened previously. We decided to open this manhole when we were back in the afternoon. Karen and I contacted Pendergraph Auto Service (2018 S. Campbell) to see if they had noticed a gasoline odor in their building or if they had any gasoline storage tanks. They explained that they have had no problem with gasoline odor. They did tell us that they do have underground tanks but that they have been empty for at least 15 years and that they have been filled with sand. We then contacted the Dragon Inn (2015 S. Campbell) to see if their problem of gasoline odor was better. They said that it was a lot better today. We then contacted personnel at the Brown Derby (2037 S. Campbell) to inquire about any problem with a gasoline odor. The lady at the Brown Derby said that they had not experienced any problem because they were on septic tank. Karen and I then contacted Choate Electric (417 W. McGee) and they said that they have not had a gasoline odor problem in their building, nor do they have any gasoline storage tanks. We then contacted Martone Automative (419 W. McGee). They told us they have had no problem with a gasoline odor and they do not have any gasoline storage tanks. Karen and I contacted Deskin (437 W. McGee) and they also said that they have not noticed any gasoline odor and that they do not have any gasoline storage tanks. We contacted Anem Pet Emergency Clinic (2115 S. Campbell) and they said that they were still having a problem with gasoline. We contacted Shear Magic (2115 B. S. Campbell) and found out that they were also having a gasoline problem. We then contacted Rick's Automotive (2115 S. Campbell) and they said that they had not noticed any problem and that they did not have any gasoline storage tanks.

SIGNED _____

2100-2300 S. Campbell

PAGE 8

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE _____ 1-31-85 _____

DEPARTMENT _____

City was not flushing gasoline into the sanitary sewer but was adding water to help alleviate the problem, she was glad that the problem was not what she had originally thought.

1-15-85 (10:00-11:15 A.M. 9 mi. Vehicle No. 2024) (Gene & Karen)
Karen and I checked the following manholes:

MH #2	Wye Map V-9	0% LEL
MH #1	Wye Map V-9	0% LEL
MH #14	Wye Map V-10	20-40% LEL
MH #15	Wye Map V-10	10% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	0% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	0% LEL
MH #21	Wye Map W-10	0% LEL
MH #1	Wye Map W-9	0% LEL
MH #22	Wye Map W-10	0% LEL*

*(MH #22 Wye Map W-10 - lid was found closed and the barricade was missing. Since the reading was down we decided to leave it closed unless the readings come up again)

Karen and I stopped and talked to Mrs. Millie Clark to see if she had experienced any further gasoline problems. She explained that she had not. She thanked us for stopping and said she was sorry for causing us any problems. Mrs. Clark told us the Sheryl Ann's Figure Salon (2307 S. Campbell) also had a problem. We contacted Sheryl Ann's and the girl explained that the owner would be there in the afternoon and that we should talk to her.

We then went to the Fina Station and dye traced the sewer line from the station and found it to be tributary to McGee St. Personnel from Montgomery Metal told us they were going to retest the unleaded line and do the regular and super unleaded today.

(3:00-4:00 P.M. 9 mi. Vehicle No. 2024) (Gene & Karen)
Karen and I went to the Fina Station and talked to personnel from Montgomery Metal and they informed us that all the service lines were tight and that they would begin tank testing tomorrow. We checked the following manholes:

MH #2	Wye Map V-9	0% LEL
MH #1	Wye Map V-9	0% LEL
MH #14	Wye Map V-10	35% LEL
MH #15	Wye Map V-10	7-8% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	10% LEL
MH #23	Wye Map V-10	2% LEL
MH #20	Wye Map W-10	5% LEL
MH #21	Wye Map W-10	5% LEL
MH #1	Wye Map W-9	0% LEL
MH #22	Wye Map W-10	0% LEL

SIGNED _____

400-2300 S. CAMPBELL

CITY OF SPRINGFIELD

INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE _____ 1-31-85 _____

DEPARTMENT _____

MH #15	Wye Map V-10	10% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	5% LEL
MH #23	Wye Map V-10	40% LEL*
MH #20	Wye Map W-10	0% LEL
MH #21	Wye Map W-10	0% LEL
MH #1	Wye Map W-9	0% LEL
MH #22	Wye Map W-10	0% LEL
MH #6	Wye Map X-9	0% LEL

*(MH #23 Wye Map V-10 had been replaced. Karen and I opened the manhole again and put out a barricade)

The barricades that were put out to block the flow of traffic, on McGee St., from driving over our fire hose had been moved. Karen and I replaced the barricades.

(3:00-4:00 P.M. 9 mi. Vehicle No. 2024) (Gene & Karen)

Karen and I returned to the Fina Station and found personnel from Montgomery Metal Craft testing the unleaded gasoline line. They said that they could find no leak in the line. They will test the other lines tomorrow. Mr. Mike Love, Love Oil Co., was there and he told us that they would be glad to do whatever they had to do to take care of the problem. Karen and I checked the following manholes:

MH #2	Wye Map V-9	0% LEL
MH #1	Wye Map V-9	0% LEL
MH #14	Wye Map V-10	10% LEL
MH #15	Wye Map V-10	5% LEL
MH #16	Wye Map V-10	2-3% LEL
MH #20	Wye Map V-10	0% LEL
MH #23	Wye Map V-10	25% LEL*
MH #20	Wye Map W-10	0% LEL
MH #21	Wye Map W-10	0% LEL
MH #1	Wye Map W-9	0% LEL
MH #22	Wye Map W-10	0% LEL

*(MH #23 Wye Map V-10 was again covered up. We removed the cover and put out a barricade)

I also received a complaint (1-14-85) from Millie Clark (The Candy Shop) about a gasoline odor in her business in the Camelot Center (2259 S. Campbell). I contacted Mrs. Clark by phone and she explained to me that they had just moved to their current address and that they were reworking their plumbing and had their traps disconnected on Saturday, January 12, 1985. She said that she had called the Fire Marshal to come out and that he told her that the City was flushing it down. She misunderstood the Fire Marshal and thought that he meant that the City was flushing gasoline into the sewer. She explained that she thought about it all weekend and that the more she thought about the City flushing gasoline into the sewer the more upset she got about the situation. She told me that she was so mad that she called the Mayor and her councilman. After I told her what the problem really was, and that the

SIGNED _____

2180-2300 S. Campbell

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE _____ 1-31-85 _____

DEPARTMENT _____

At approximately 10:15 A.M. I contacted Randy Lyman, of the City of Springfield Water Pollution Control office, to see what his feelings were in regard to changing the point at which we were putting water into the sewer in order to bring down the readings in MH #1 Wye Map V-9. We both agreed that this should be done.

The location for adding water to the sewer was changed at approximately 11:30 A.M. to MH #3 Wye Map V-9. At 12:15 P.M. Randy and I checked the following manholes with these results:

MH #2	Wye Map V-9	0% LEL
MH #1	Wye Map V-9	0% LEL
MH #14	Wye Map V-10	10% LEL
MH #15	Wye Map V-10	15-20% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	5% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	5% LEL
MH #21	Wye Map W-10	25% LEL
MH #1	Wye Map W-9	0% LEL
MH #22	Wye Map W-10	0% LEL
MH #6	Wye Map X-9	0% LEL

By moving the point at which we were putting extra flow into the sewer, it appeared to have an immediate effect in dropping the LEL's in the manholes in question.

I again checked the sewer line on South Campbell Ave. at 6:00 P.M. and received the following readings.

MH #2	Wye Map V-9	0% LEL
MH #1	Wye Map V-9	0% LEL
MH #14	Wye Map V-10	15% LEL
MH #15	Wye Map V-10	5% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	0% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	5% LEL
MH #21	Wye Map W-10	0% LEL
MH #1	Wye Map W-9	70% LEL
MH #22	Wye Map W-10	0% LEL
MH #6	Wye Map X-9	0% LEL

1-14-85 (9:30-10:30 A.M. 9 mi. Vehicle No. 2024) (Gene & Karen)
Karen Chandler (Water Pollution Control Inspector for the City of Springfield) and I went to the Fina Station to see if Montgomery Metal Craft was working. There was no one at the station. We checked the following manholes with these results:

MH #2	Wye Map V-9	0% LEL
MH #1	Wye Map V-9	0% LEL
MH #14	Wye Map V-10	15% LEL

SIGNED _____

2400-2300 S. CAMPBELL

CITY OF SPRINGFIELD

INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE 2-1-85

DEPARTMENT _____

MH #73	Wye Map U-10	0% LEL
MH #72	Wye Map U-10	0% LEL
MH #2	Wye Map V-9	0% LEL
MH #1	Wye Map V-9	0% LEL
MH #14	Wye Map V-10	15% LEL
MH #15	Wye Map V-10	2-3% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	0% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	0% LEL
MH #21	Wye Map W-10	0% LEL
MH #1	Wye Map W-9	0% LEL
MH #22	Wye Map W-10	0% LEL

Karen stopped at the Fina Station and talked to Max White. Max told Karen that the unleaded tank checked out and that he was going to test the super unleaded today. Karen checked at Shear Magic (they had called in and complained about gasoline odor) and could smell gasoline but could not get a reading around their stool because they had the seal replaced. Karen then checked at the Pet Clinic next door and they also had gasoline odor in their building. They had not fixed their stool seal.

(2:15-3:15 P.M. 9 mi. Vehicle No. 4045) (Gene & Karen)

Karen and I went to the Fina Station and talked to Max White. Max stated that it looked like the super unleaded was going to check out all right, but they were going to fix the regular pump and retest the tank next week. We then checked the following manholes:

MH #72	Wye Map U-10	0% LEL
MH #14	Wye Map V-10	5-10% LEL
MH #15	Wye Map V-10	0% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	0% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	0% LEL
MH #21	Wye Map W-10	0% LEL
MH #1	Wye Map W-9	0% LEL
MH #22	Wye Map W-10	0% LEL

Karen and I then went and talked to the people at Shear Magic and the Pet Clinic and they both indicated the smell was better this afternoon. We then contacted the people at Starlite Reflections. They said that they have been having a gasoline odor problem but not today. We checked out their restrooms which appeared to be all right. We then found a clean out by their restrooms (inside the building) that had a hole knocked in it. We told them that they needed to fix that as soon as possible. They indicated that they would.

SIGNED _____

2400-2300 S. Campbell

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE 2-4-85 _____

DEPARTMENT _____

I received a complaint (from Howard Wright - Attorney for the City) that Kathy McMahan (425 W. Silsby) had called in about gasoline odor in her house. (See attached complaint). I called Mr. McMahan (1:30 P.M.) and he said that he is in the process of remodeling his bathroom and that all the plumbing was disconnected. He also said that he had the traps off of his plumbing. He was concerned about the City flushing gasoline into the sanitary sewer. He said that he had contacted the Fire Department the day that they had the problem (1-12-85) and that a Fire Marshal came out. The Fire Marshal told them the City was flushing it down. The Fire Marshal did not explain that the City was adding extra flow to the sewer in order to help alleviate the problem. After talking to Mr. McMahan and explaining what the situation really was he was relieved that the City was not intentionally flushing gasoline into the sewer.

1-19-85 See attached memo dated 1-22-85 (4 hours - Bob Corson)

1-20-85 See attached memo dated 1-22-85 (4 hours - Bob Corson)

1-21-85 (9:00-9:45 A.M. 9 mi. Vehicle No. 2024) (Gene & Karen)

Karen and I went to the Fina Station and talked to Max White. He said that they were going to try and fix the leak in the regular pump today and retest the regular tank tomorrow since it was extremely cold today. Karen and I then checked the following manholes:

MH #72	Wye Map U-10	0% LEL
MH #14	Wye Map V-10	7-8% LEL
MH #15	Wye Map V-10	0% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	0% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	0% LEL
MH #21	Wye Map W-10	0% LEL
MH #1	Wye Map W-9	0% LEL
MH #22	Wye Map W-10	0% LEL

(2:30-3:15 9 mi Vehicle No. 2024) (Gene & Karen)

Karen and I returned to South Campbell Avenue and checked the following manholes:

MH #72	Wye Map U-10	0% LEL
MH #14	Wye Map V-10	5% LEL
MH #15	Wye Map V-10	0% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	0% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	0% LEL
MH #21	Wye Map W-10	0% LEL
MH #1	Wye Map W-9	0% LEL
MH #22	Wye Map W-10	0% LEL

SIGNED _____

2100-2300 S. Campbell

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE _____ 2-4-85 _____

DEPARTMENT _____

1-22-85 (9:40-10:25 A.M. 9 mi. Vehicle No. 2024) (Gene & Karen)
Karen and I checked the following manholes:

MH #72	Wye Map U-10	0% LEL
MH #14	Wye Map V-10	0% LEL
MH #15	Wye Map V-10	0% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	0% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	0% LEL

We stopped at the Fina Station and talked to Max White. Max was in the process of retesting the regular tank.

(1:45-2:30 P.M. 9 mi. Vehicle No. 2024) (Karen)

MH #72	Wye Map U-10	0% LEL
MH #14	Wye Map V-10	0% LEL
MH #15	Wye Map V-10	0% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	0% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	0% LEL
MH #21	Wye Map W-10	0% LEL
MH #1	Wye Map W-9	0% LEL
MH #22	Wye Map W-10	0% LEL

Karen stopped and talked to Max White at the Fina Station and he said that it looked like the regular tank was going to pass. Karen asked Max to have Mr. Joe Montgomery send this office a copy of all test results.

1-23-85 (10:45-12:00 9 mi. Vehicle No. 2024) (Gene & Karen)

We turned off the fire hose, which was being used to add extra flow to the sanitary sewer, at 11:00 A.M. The following manholes were checked after the water was turned off:

MH #72	Wye Map U-10	0% LEL
MH #2	Wye Map V-9	0% LEL
MH #1	Wye Map V-9	0% LEL
MH #14	Wye Map V-10	0% LEL
MH #15	Wye Map V-10	0% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	0% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	0% LEL
MH #21	Wye Map W-10	0% LEL
MH #1	Wye Map W-9	0% LEL
MH #22	Wye Map W-10	0% LEL

SIGNED _____

2100-2300 S. CAMPBELL

PAGE 13

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE 2-4-85 _____

DEPARTMENT _____

MH #1 Wye Map W-9 was closed at 11:35 A.M.

MH #73 Wye Map U-10 was closed at 11:45 A.M. after a 0% LEL reading was obtained.

The Fina Station opened today after having completed all their testing and found their system to be tight.

(2:15-3:15 P.M. 9 mi. Vehicle No. 2024) (Gene)

I went to the Fina Station and talked to Keith White, Station Manager, to see if they were experiencing any problems. He said that they were not. I told Mr. White that we were getting 0% LEL's in the sanitary sewer. I had already checked the following manholes before talking to Mr. White:

MH #2	Wye Map V-9	0% LEL
MH #1	Wye Map V-9	0% LEL
MH #72	Wye Map U-10	0% LEL
MH #14	Wye Map V-10	0% LEL
MH #15	Wye Map V-10	0% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	0% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	0% LEL
MH #21	Wye Map W-10	0% LEL
MH #1	Wye Map W-9	0% LEL
MH #22	Wye Map W-10	0% LEL

I then went to South Haven Baptist Church to advise them that they should check out their floor drains in their furnace rooms to make sure they were properly trapped. Their maintenance man was not there, so I left my phone number for him to call.

1-24-85 (1:15-2:15 P.M. 9 mi. Vehicle No. 2024) (Gene & Karen)
Karen and I checked the following manholes:

MH #1	Wye Map V-9	0% LEL
MH #72	Wye Map U-10	0% LEL
MH #14	Wye Map V-10	0% LEL
MH #15	Wye Map V-10	0% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	0% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	0% LEL
MH #21	Wye Map W-10	0% LEL
MH #22	Wye Map W-10	0% LEL

Since we were not experiencing any problem, we closed MH #16, #20 & #23 Wye Map V-10 between 1:45 P.M. and 2:00 P.M.

SIGNED _____

200-2300 S. CAMPBELL

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE _____ 2-4-85 _____

DEPARTMENT _____

Karen and I also contacted the Pet Clinic and Shear Magic and they both told us that they were not having any problems with gasoline odor.

1-25-85 (8:30-9:15 A.M. 9 mi. Vehicle No. 2024) (Gene & Karen)
Karen and I stopped by the Fina Station and told Mike Love that it looked like we were in good shape and that we were not getting any readings with our explosion meter when checking the sewer line. We then checked the following manholes:

MH #1	Wye Map V-9	0% LEL
MH #14	Wye Map V-10	0% LEL
MH #72	Wye Map U-10	0% LEL
MH #15	Wye Map V-10	0% LEL
MH #16	Wye Map V-10	0% LEL
MH #20	Wye Map V-10	0% LEL
MH #23	Wye Map V-10	0% LEL
MH #20	Wye Map W-10	0% LEL
MH #21	Wye Map W-10	0% LEL
MH #22	Wye Map W-10	0% LEL

(1:30-2:15 P.M. 9 mi. Vehicle No. 2024) (Gene & Karen)
Karen and I checked the following manholes and obtained a 0% LEL reading with our explosion meter: Wye Map V-10 MH's #14, #15, #16, #20 & #23 Wye Map W-10 MH's #20 & #22.

1-26-85 Weekend - Problem seemed to be under control.

1-27-85 Did not check manholes.

1-28-85 (9:30-10:30 A.M. 9 mi. Vehicle No. 2024) (Gene & Karen)
Karen and I checked the following manholes and obtained a 0% LEL reading with our explosion meter: Wye Map V-9 MH #1, Wye Map V-10 MH's #14, #15, #20 & #23, Wye Map W-10 MH's #20 & #22.

We closed MH #1 Wye Map V-9, MH's #14 & #15 Wye Map V-10 between 9:45 A.M. and 10:00 A.M. MH #72 Wye Map U-10 was left open because of lack of space in our truck to carry any more barricades. We will close it this afternoon.

(2:00-3:00 P.M. 9 mi. Vehicle No. 2024) (Karen)
Karen obtained a 0% LEL reading in the following manholes: Wye Map U-10 MH #72, Wye Map V-10 MH's #14, #15, #20 & 23, Wye Map W-10 MH's #20, #21 & #22. Karen closed MH #72 Wye Map U-10 at 2:15 P.M. The only manhole that is still open is MH #20 Wye Map W-10 (in front of South Haven Baptist Church) since the cover is under about 2 ft. of snow. This manhole is in the parkway and when the snow melts, we will close it also.

1-29-85 (9:30-10:15 A.M. 9 mi. Vehicle No. 2024) (Gene & Karen)
Karen and I checked the following manholes and obtained a 0% LEL reading: Wye Map U-10 MH #72, Wye Map V-10 MH's #14, #15, #20 & #23, Wye Map W-10 MH's #20 & #22. We also stopped and talked to Mr. Keith White, Fina Station Manager, and informed him that we seemed to be in good shape.

SIGNED _____

2000-2300 S. Campbell

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF _____ FILE _____

DATE 2-4-85 _____

DEPARTMENT _____

Since we have been obtaining 0% LEL readings in all manholes for a full week, we are going to discontinue day monitoring and switch to an occasional check of the area unless a problem arises.

SIGNED _____

Gene Pabst

2100-2300 S CAMPBELL

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF Gene Pabst

DATE 1-17-85

DEPARTMENT S & E

Subject - Gasoline Odor Complaint

On Tuesday, January 15, 1985, at 6:45 p.m. I received a pager call from Fire Marshall Gourley indicating he had received a complaint from the Dragon Inn, 2015 S. Campbell, of gasoline odors in their restrooms. At the time of his visit he recorded 35% LEL around the stool base in the men's restroom.

I arrived at approximately 7:15 p.m. and took a reading of the atmosphere in manhole 72, wye map U-10, which is the first manhole downstream of the Dragon Inn. This reading was 85% LEL. I removed the manhole cover and placed barricades over the site to ventilate the manhole.

In addition, I contacted the night manager of the Dragon Inn and took readings in the restrooms. These indicated 0% LEL. I then checked manhole 72 again after 15 minutes and got a reading of 10% LEL.

In conversation with the Dragon Inn manager, she indicated that they had been smelling gasoline since Saturday.

Bob Corson

Bob Corson

Water Pollution Control Inspector III

SIGNED Surveillance & Enforcement

2100-2300 S. Campbell

INTER-OFFICE MEMORANDUM
CITY OF SPRINGFIELD

Done
JAN 21 1985

ATTENTION Bob Schaefer

DATE January 15, 1985

DEPARTMENT Sanitary Services

Re: Complaint of Kathy McMahan concerning flushing of gasoline on South Campbell in sanitary sewer system.

I received a complaint on January 14, 1985, from Kathy McMahan, 425 West Silsby, Springfield, MO 65807, concerning an incident that occurred on Saturday, January 12, 1985. The particular incident involved a new gasoline service station two blocks south of the Bass Pro Shop on the west side of South Campbell. Apparently, there was some sort of gas spill on Saturday which required the gasoline to be flushed by various individuals. Some of the gasoline was washed into the City sanitary sewer system causing gasoline fumes to back up into the McMahan house. Since Mrs. McMahan happen to contact me by telephone and was simply making a complaint in general concerning whether or not the City followed proper procedures in this matter, I informed her that I would simply write you and provide you with the information and let you contact her concerning the procedures and whether or not they were proper. She informed me that she's not making any claim against the City, but simply was concerned about the process and wanted City officials and administrators to be aware of the fact that she was asleep in her home on Saturday and awakened to the problem of gas fumes coming into the house. As a consequence, she left the house Saturday and Sunday and stayed with some relatives or friends. It may be that this is the only way to deal with gasoline spills, but in light of her complaint I wanted you to have the information. I informed her that someone would at least look into the matter. Her phone number is 882-3139.

HCW/dc

Signed: *Howard C. Wright, Jr.*

Howard C. Wright, Jr.
City Attorney

2100-2300 S. CAMPBELL

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF Gene Pabst

DATE 1-22-85

DEPARTMENT Surveillance & Enforcement

Subject - Gasoline odors, 2000 block S. Campbell

On Saturday, January 19, 1985 and again on Sunday, January 20, 1985 I took routine atmospheric readings of the following manholes in the area.

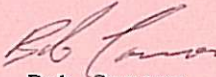
Manhole number	Wye map number	Site, manhole number
#72	U-10	#1
#14	V-10	#2
#15	"	#3
#16	"	#4
#20	"	#5
#23	"	#6
#20	W-10	#7
#1	W-9	#8
#21	W-10	#9

The results of this testing are as follows:

Saturday - 11:30 A.M.

Sunday - 2:30 P.M.

Site #	Result	Site #	Result
#1	0 L.E.L.	#1	3 L.E.L.
#2	5 "	#2	0 "
#3	5 "	#3	3 "
#4	0 "	#4	8 "
#5	0 "	#5	5 "
#6	0 "	#6	0 "
#7	0 "	#7	10 "
#8	0 "	#8	3 "
#9	0 "	#9	5 "


Bob Corson
SIGNED Water Pollution Control Inspector III
Surveillance & Enforcement

2000-2300 S. CAMPBELL

petro-tite
TANK TESTER

100 TOSCA DRIVE
P.O. BOX CS-200

HEATH
CONSULTANTS

14. Fine Mege + Campbell Springfield Mo 1-16-84
 Name of Supplier, Owner or Dealer Address No. and Street(s) City State Date of Test

15. TANK TO TEST N South west tank of three
 Identity by position

Unlead
 Brand and Grade

16. CAPACITY
 Nominal Capacity 10,000 Gallons
 By most accurate capacity chart available 10,575 Gallons
 Is there doubt as to True Capacity? ☐
 See Section "DETERMINING TANK CAPACITY"

From
☒ Station Chart
☐ Tank Manufacturer's Chart
☐ Company Engineering Data
☐ Charts supplied with **petro-tite** TANK TESTER
☐ Other

17. FILL-UP FOR TEST

Stick Water Bottom before Fill-up trace " to 1/2 in. Gallons

Inventory 120 Gallons 10,575 Total Gallons on Reading

Fill up. STICK BEFORE AND AFTER EACH COMPARTMENT DROP OR EACH METERED DELIVERY QUANTITY

fill pipe +5

Tank Diameter 120" Product in full tank (up to fill pipe) 10,580

18. SPECIAL CONDITIONS AND PROCEDURES TO TEST THIS TANK
 See manual sections applicable. Check below and record procedure in log (26).
☐ Water in tank ☐ High water table in tank excavation ☐ Line(s) being tested with LVLLT

OBS API Gravity 61.6
OBS sample Temp 40°F
Corrected API Gravity 60°F 64.2

VAPOR RECOVERY SYSTEM
☐ Stage I ☐ Stage II

19. TANK MEASUREMENTS FOR TSTT ASSEMBLY
 Bottom of tank to Grade* 157 "
 Add 30" for 4" L "
 Add 24" for 3" L or air seal "
 Total tubing to assemble Approximate 204 "

20. EXTENSION HOSE SETTING
 Tank top to grade* 38 "
 Extend hose on suction tube 6" or more "
 below tank top "

* If Fill pipe extends above grade, use top of fill.

21. TEMPERATURE/VOLUME FACTOR (a) TO TEST THIS TANK
 Is Today Warmer? ☐ Colder? ☐ ____ ° F Product in Tank ____ ° F Fill-up Product on Truck ____ ° F Expected Change (+ or -)

22. Thermal-Sensor reading after circulation 07304 digits 43/44 ° F Nearest

23. Digits per ° F in range of expected change 323 digits

24. 10580 × .00064342 = 6.807172 gallons
 total quantity in full tank (16 or 17) coefficient of expansion for involved product volume change in this tank per ° F

25. 6.807172 + 323 = .0210748 This is test factor (a)
 volume change per ° F (24) Digits per ° F in test Range (23) Volume change per digit. Compute to 4 decimal places.

26. LOG OF TEST PROCEDURES			30. HYDROSTATIC PRESSURE CONTROL		31. VOLUME MEASUREMENTS (V) RECORD TO .001 GAL.			34. TEMPERATURE COMPENSATION USE FACTOR (a)			38. NET VOLUME CHANGES EACH READING	39. ACCUMULATED CHANGE
27. DATE	28. Record details of setting up and running test. (Use full length of line if needed.)	29. Reading No.	Standpipe Level in Inches		32. Product in Graduate		Product Replaced (-)	35. Thermal Sensor Reading	36. Change Higher + Lower - (c)	37. Computation (c) x (a) = Expansion + Contraction -	Temperature Adjustment	At High Level record Total End Deflection
TIME (24 hr.)			Beginning of Reading	Level to which Restored	Before Reading	After Reading	Product Recovered (+)				Volume Minus Expansion (+) or Contraction (-) #33(V) - #37(T)	At Low Level compute Change per Hour (NFPA criteria)
0900	Arrived at test location											
	stick tank for water (trace)											
	Wait for tank to be filled											

2400-2300 S. CAMPBELL

Wait for tank to be filled

1030 Tank is full
Start tank test assembly
found leak in SJP couldn't fix Stop Test restart 1-17-84

0900 Arrived at test location
replace O-rings on SJP factor A .0211

1115 Start tank test assembly
15 gauge is primed + running level in standpipe above 42"

1115	Start High level test 42"	1	42"				⁰⁷ 304				
1130	High level cont. 42"	2	43.9	42	.306	.397	+.091	314	+10	+.211	-.120
1145		3	43.2	42	.397	.483	+.086	322	+8	+.169	-.083
1200		4	43.5	42	.483	.576	+.093	329	+7	+.148	-.055
1215		5	43.5	42	.576	.672	+.096	334	+5	+.106	-.010
1230		6	43.6	42	.672	.768	+.096	343	+9	+.190	-.094
1245		7	43.6	42	.768	.864	+.096	349	+7	+.148	-.052
1300		8	43.7	42	.864	.966	+.102	356	+7	+.148	-.046
1315		9	43.6	42	.144	.247	+.103	361	+5	+.106	-.003
30		10	43.5	42	.247	.339	+.092	367	+5	+.106	-.014

1335 Low standpipes 12"

1345	Start Low level test	11	12					375			
1400		12	14.4	12	.143	.298	+.155	378	+3	+.063	+.092
1410		12	17.2	12	.298	.440	+.142	384	+6	+.127	+.015
1430		14	14.0	12	.440	.577	+.137	390	+6	+.127	+.010
1445		15	14.0	12	.577	.698	+.121	397	+7	+.148	-.027
1500		16	14.0	12	.698	.818	+.120	401	+4	+.084	+.036

1505 1-ops test

max Write

2100-2300 S. CAMP BETA

Petro Tite
TANK TESTER

HEATH
CONSULTANTS

100 TOSCA DRIVE
P.O. BOX CS-200
STATIONER, MA 02079-0000

14. Fine Magee + S. Campbell Springfield Ma 1-18-85
Name of Supplier, Owner or Dealer Address No. and Street(s) City State Date of Test

15. TANK TO TEST ☒ N □ □
South East tank of 3
Identity by position
Prem. Uniloco
Brand and Grade

16. CAPACITY
Nominal Capacity 6,000 Gallons
By most accurate capacity chart available 6016 Gallons
Is there doubt as to True Capacity? ☐
See Section "DETERMINING TANK CAPACITY"

From
☐ Station Chart
☒ Tank Manufacturer's Chart
☐ Company Engineering Data
☐ Charts supplied with **Petro Tite** TANK TESTER
☐ Other

17. FILL-UP FOR TEST

Stick Water Bottom before Fill-up None " to 1/2 in. Gallons

Inventory
Stick Readings to 1/2 in. Gallons Total Gallons ea. Reading
96" 6016
Water Bottom -0
Fill pipe +5
6021

Fill up. STICK BEFORE AND AFTER EACH COMPARTMENT DROP OR EACH METERED DELIVERY QUANTITY

Tank Diameter 96

Product in full tank (up to fill pipe)

18. SPECIAL CONDITIONS AND PROCEDURES TO TEST THIS TANK

See manual sections applicable. Check below and record procedure in log (26).

☐ Water in tank ☐ High water table in tank excavation

OBS API Gravity 58.7
OBS Sample Temp 40°F
Corrected API Gravity 60°F 61.2

VAPOR RECOVERY SYSTEM

☐ Stage I
☐ Stage II

19. TANK MEASUREMENTS FOR TSTT ASSEMBLY

Bottom of tank to Grade* 123 1/2 "
Add 30" for 4" L "
Add 24" for 3" L or air seal "
Total tubing to assemble Approximate 168 "

20. EXTENSION HOSE SETTING

Tank top to grade* 28 1/2 "
Extend hose on suction tube 6" or more below tank top

*If Fill pipe extends above grade, use top of fill.

21. TEMPERATURE/VOLUME FACTOR (a) TO TEST THIS TANK

Is Today Warmer? () Colder? () ° F Product in Tank ° F Fill-up Product on Truck ° F Expected Change (+ or -)

22. Thermal-Sensor reading after circulation 07885 45/46 ° F
digits Nearest
23. Digits per ° F in range of expected change 316
digits

24. 6021 × .00062212 = 3.7456641 gallons
total quantity in full tank (16 or 17) coefficient of expansion for involved product volume change in this tank per ° F

25. 3.7456641 ÷ 316 = .0118533 This is test factor (a)
volume change per ° F (24) Digits per ° F in test Range (23) Volume change per digit. Compute to 4 decimal places.

26. LOG OF TEST PROCEDURES		29. HYDROSTATIC PRESSURE CONTROL		31. VOLUME MEASUREMENTS (V) RECORD TO .001 GAL.			34. TEMPERATURE COMPENSATION USE FACTOR (a)			30. NET VOLUME CHANGES EACH READING	33. ACCUMULATED CHANGE
27. DATE	28. Record details of setting up and running test. (Use full length of line if needed.)	29. Reading No.	Standpipe Level in Inches	32. Product in Graduate		Product Replaced (-)	35. Thermal Sensor Reading	36. Change Higher + Lower - (c)	37. Computation (c) × (a) = Expansion + Contraction -	Temperature Adjustment	At High Level record Total End Deflection
TIME (24 hr.)			Beginning of Reading	Level to which Restored	Before Reading	After Reading				Volume Minus Expansion (+) or Contraction (-) #33(V) - #37(T)	At Low Level compute Change per Hour (NFA criteria)
0830	Arrived at test location										

200-200 S. Campbell

1100 Start tank test assembly

factor A .0119

1100 pump is running level in standpipe above 42"

1135 Start High level test 42"

1

42

885

1150 High level cont 42"

2

41.4

42

.438

.404

+0.234

891

+6

+0.271

-1.05

1205

3

42.1

42

.404

.411

+0.007

899

+8

+0.095

-0.88

20

4

42.0

42

.411

.411

+0.000

906

+7

+0.083

-0.83

1235

5

42.1

42

.411

.420

+0.009

912

+6

+0.071

-0.62

1250

6

42.1

42

.420

.428

+0.008

916

+4

+0.048

-0.40

1305

7

42.1

42

.428

.439

+0.011

920

+4

+0.048

-0.37

1320

8

42.2

42

.439

.455

+0.016

925

+5

+0.060

-0.44

1325 Low Standpipe to 12"

1335

9

12

931

1350

10

12.9

12

.521

.575

+0.054

935

+4

+0.048

+0.006

1405

11

12.8

12

.575

.617

+0.042

940

+5

+0.062

-0.18

1420

12

12.9

12

.617

.663

+0.046

944

+4

+0.048

-0.02

1425

13

12.8

12

.663

.704

+0.041

948

+4

+0.048

-0.07

1450

14

12.8

12

.704

.749

+0.045

953

+5

+0.060

-0.15

1455 Stop test

max H₂O

2100-2300 S. CAMPBELL

JAN 25 1985

2400-8300 S. Campbell

14. Fina Name of Supplier, Owner or Dealer Meigs + S. Campbell Address No. and Street(s) Springfield City Mo State 1-22-85 Date of Test

15. TANK TO TEST N 1 0Identify by position N. N. tank of 3Brand and Grade Regular

16. CAPACITY

Nominal Capacity 10,000 GallonsIs there doubt as to True Capacity? ☐
See Section "DETERMINING TANK CAPACITY"By most accurate capacity chart available 10,575 Gallons

From

- ☒ Station Chart
☐ Tank Manufacturer's Chart
☐ Company Engineering Data
☐ Charts supplied with **petro title** TANK TESTER
☐ Other _____

17. FILL-UP FOR TEST

Stick Water Bottom before Fill-up trace to 1/2 in. Gallons

Inventory

Stick Readings to 1/2 in.

Gallons

Total Gallons ea. Reading

12010,575Water Bottom- 0fill pipe+ 5

Fill up. STICK BEFORE AND AFTER EACH COMPARTMENT DROP OR EACH METERED DELIVERY QUANTITY

Tank Diameter 120

Product in full tank (up to fill pipe)

10,580

18. SPECIAL CONDITIONS AND PROCEDURES TO TEST THIS TANK

See manual sections applicable. Check below and record procedure in log (26).

- ☐ Water in tank ☐ High water table in tank excavation ☐ Line(s) being tested with LVLLT

OBS API Gravity 65.9
OBS Sample Temp. 54°FCorrected API Gravity 60°F66.7

VAPOR RECOVERY SYSTEM

- ☐ Stage I
☐ Stage II

19. TANK MEASUREMENTS FOR TSTT ASSEMBLY

Bottom of tank to Grade* 153 1/2 "Add 30" for 4" L "Add 24" for 3" L or air seal "Total tubing to assemble Approximate 204 "

20. EXTENSION HOSE SETTING

Tank top to grade* 35 1/2 "

Extend hose on suction tube 6" or more

below tank top "

*If Fill pipe extends above grade, use top of fill.

21. TEMPERATURE/VOLUME FACTOR (a) TO TEST THIS TANK

Is Today Warmer? ☐ Colder? ☐ ____ °F Product in Tank ____ °F Fill-up Product on Truck ____ °F Expected Change (+ or -)22. Thermal-Sensor reading after circulation 07440 digits 43/44 °F Nearest23. Digits per °F in range of expected change 323 digits24. 10,580 total quantity in full tank (16 or 17) \times .00066177 coefficient of expansion for involved product = 7.001844 gallons volume change in this tank per °F25. 7.001844 volume change per °F (24) \div 323 Digits per °F in test Range (23) = .0216775 This is test factor (a) Volume change per digit. Compute to 4 decimal places.

26. LOG OF TEST PROCEDURES		29. Reading No.	30. HYDROSTATIC PRESSURE CONTROL	31. VOLUME MEASUREMENTS (V) RECORD TO .001 GAL.			34. TEMPERATURE COMPENSATION USE FACTOR (a)			38. NET VOLUME CHANGES EACH READING	39. ACCUMULATED CHANGE
27. DATE	28. Record details of setting up and running test. (Use full length of line if needed.)	29. Reading No.	30. Standpipe Level in Inches		32. Product in Graduate		35. Thermal Sensor Reading	36. Change Higher + Lower - (c)	37. Computation (c) \times (a) = Expansion + Contraction -	Temperature Adjustment	At High Level record Total End Deflection
TIME (24 hr.)			Beginning of Reading	Level to which Restored	Before Reading	After Reading				Volume Minus Expansion (+) or Contraction (-) #33(V) - #37(T)	At Low Level compute Change per Hour (NFPA criteria)
0845	Arrived at test location										
	Top off tank										

Petro Title
TANK TESTER100 TOSCA DRIVE
P.O. BOX CS-200HEATH
CONSULTANTS

February 1, 1985

Certified No. PO4 9037053

Mr. Tommy G. Love, President
Love Oil Company
1308 W. Chase St.
Springfield, MO 65803

Dear Mr. Love,

On Saturday, January 12, 1985, personnel from the City of Springfield's Water Pollution Control Section, Surveillance and Enforcement Branch, responded to what appeared to be a gasoline spill into the sanitary sewer. The gasoline was traced to your Fina Station at the intersection of McGee Street and Campbell Avenue. At the request of the City of Springfield you tested your underground storage tanks and service lines and found a leak in the regular pump.

Chapter 30, Sec. 30-61 of the Springfield City Code, provides for the recovery of the costs involved in the abatement of a violation under emergency conditions. By means of a copy of this letter, these costs are being certified to the Director of Finance as true and accurate costs incurred by the City of Springfield.

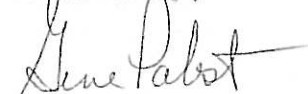
Attached to this letter is a detailed explanation of the costs incurred by the Water Pollution Control Section in abating the above mentioned problem from January 12, 1985 thru January 29, 1985. Payment of these costs should be made to the City of Springfield and sent to:

City of Springfield
City Hall, Room 210
830 Boonville
Springfield, MO 65802
Attention: Mr. Robert R. Schaefer

Due to the nature of the problem, further action may be required to protect the health, life and property of those affected. If any further costs are incurred by the City of Springfield, these costs will be passed on to you.

If you have any questions, please feel free to call at 864-1924.

Yours truly,



Gene Pabst
Water Pollution Control Inspector III
Surveillance & Enforcement

cc: Mr. Fred Fantauzzi, Director of Finance
Mr. Robert R. Schaefer, P.E., Supt. of Sanitary Serv.
Mr. Henry Cole, P.E., Sanitary Engineer

2100-2300 S. CAMPBELL

SENDER: Complete items 1, 2, and 3
 Add your address in the "RETURN TO" space on reverse

1. The following service is requested (check one).

☒ Show to whom and date delivered \$

☐ Show to whom, date, and address of delivery \$

RESTRICTED DELIVERY
 Show to whom and date delivered \$

☐ **RESTRICTED DELIVERY**
 Show to whom, date, and address of delivery \$

(CONSULT POSTMASTER FOR FEES)

2. ARTICLE ADDRESSED TO:
 Tommy G. Love, President
 Love Oil Co.
 1308 W. Chase St., Spfld. MO 65803

3. ARTICLE DESCRIPTION:

REGISTERED NO.	CERTIFIED NO.	INSURED NO.
	P04 9037053	

(Always obtain signature of addressee or agent)

I have received the article described above.

SIGNATURE ☐ Addressee ☐ Authorized agent

DATE OF DELIVERY

5. ADDRESS (Complete only if requested)

6. UNABLE TO DELIVER BECAUSE:

CLERK'S INITIALS

FEB 7 1985

P04 9037053

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED—
 NOT FOR INTERNATIONAL MAIL
 (See Reverse)

SENT TO		Tommy G. Love, Love Oil Co.	
STREET AND NO.		1308 W. Chase St.	
P.O., STATE AND ZIP CODE		Springfield, MO 65803	
POSTAGE		\$	
CONSULT POSTMASTER FOR FEES	OPTIONAL SERVICES	CERTIFIED FEE	\$
		SPECIAL DELIVERY	\$
		RESTRICTED DELIVERY	\$
		RETURN RECEIPT SERVICE	\$
			SHOW TO WHOM AND DATE DELIVERED
		SHOW TO WHOM, DATE, AND ADDRESS OF DELIVERY	\$
		SHOW TO WHOM AND DATE DELIVERED WITH RESTRICTED DELIVERY	\$
		SHOW TO WHOM, DATE AND ADDRESS OF DELIVERY WITH RESTRICTED DELIVERY	\$
TOTAL POSTAGE AND FEES		\$	
POSTMARK OR DATE			

PS Form 3800, Apr. 1976

Materials Used & Costs:

Water Used:

(Water was used at a rate of 245 g.p.m.)

Date	Time	Gallons Per Day
1-12-85	2:30 P.M. - 12:00 Midnight	139,650
1-13-85	24 hrs.	352,800
1-14-85	24 hrs.	352,800
1-15-85	24 hrs.	352,800
1-16-85	24 hrs.	352,800
1-17-85	24 hrs.	352,800
1-18-85	24 hrs.	352,800
1-19-85	24 hrs.	352,800
1-20-85	24 hrs.	352,800
1-21-85	24 hrs.	352,800
1-22-85	24 hrs.	352,800
1-23-85	12:00 Midnight - 11:00 A.M.	161,700
Totals	15,630 minutes x 245 g.p.m. =	3,829,350 gallons

(3,829,350 ÷ 748 = 5,119 c.c.f.)

Materials Costs:

Water: The first 600 c.c.f. costs \$538.50. Every c.c.f. thereafter is \$.39 per c.c.f.

5119 c.c.f.
- 600 c.c.f. = \$ 538.50
4519 c.c.f. x \$.39 = \$1762.41
\$2300.91 Total cost of water used

Sewer: Sewer is charged at \$.51 per c.c.f.

5119
X \$.51
\$2610.69 Total cost of sewer

Total Materials Costs (\$2,300.91 + \$2,610.69) \$4,911.60

2600-2300 S. CAMPBELL

Personnel Hours & Equipment Mileage:

Date	Gene Pabst	Randy Lyman	Karen Chandler	Bob Corson	Vehicle No. 2024	Vehicle No. 4045
1-12-85	9.0					8.0
1-13-85	16.0	4.0				2.0
1-14-85	2.0		2.0		2.0	
1-15-85	2.25		2.25		2.25	
1-16-85	3.75		3.75		3.75	
1-17-85	2.0		1.25	.75	2.0	
1-18-85	1.0		2.5			2.5
1-19-85				4.0		
1-20-85				4.0		
1-21-85	1.5		1.5		1.5	
1-22-85	.75		1.5		1.5	
1-23-85	2.25		1.25		2.25	
1-24-85	1.0		1.0		1.0	
1-25-85	1.5		1.5		1.5	
1-26-85						
1-27-85						
1-28-85	1.0		2.0		2.0	
1-29-85	.75		.75		.75	
Totals	44.75	4.0	21.25	8.75	20.50	12.50

Personnel Costs:

Name	Hours Worked	x	Hourly Rate (Burden Rate)	=	Cost
Gene Pabst	44.75	x	18.14	=	\$811.77
Randy Lyman	4.0	x	18.14	=	\$ 72.56
Karen Chandler	21.25	x	15.13	=	\$321.51
Bob Corson	8.75	x	18.14	=	\$158.73
<u>Total Personnel Costs</u>					<u>\$1,364.57</u>

2100-2300 S CAMPBELL

Equipment Costs:

<u>Vehicle No.</u>	<u>Total Hours Used</u>	<u>x</u>	<u>Cost per Hour</u>	<u>=</u>	<u>Cost</u>
2024	20.50	x	\$5.70	=	\$116.85
4045	12.50	x	\$5.70	=	71.25
Totals	33.00			=	\$188.10

Total Equipment Costs \$188.10

TOTAL COSTS

Materials:	Water	\$2,300.91
	Sewer	\$2,610.69
Personnel		\$1,364.57
Equipment		<u>\$ 188.10</u>
Total Cost		<u>\$6,464.27</u>